

EXTRA.

YOUR
UNCLE
SAM
WINS!Gallant Vigilant Takes the
First Race for Amer-
ica's Cup.

VALKYRIE NOT IN IT WITH HER

Had an Advantage at the
Start, but Couldn't
Hold It.

OUTSAILED BEFORE THE WIND.

And Left Behind on a
Long Reach to the
Finish Line.Vigilant has won the first race of the
series for the America's Cup.She beat the Valkyrie over four min-
utes, the latter's time allowance of one
minute and forty-eight seconds being
deducted.The unofficial time of the start was:
Valkyrie.....11h. 25m. 00s.
Vigilant.....11h. 25m. 23s.The unofficial time of the turn at the
stakeboat was:Vigilant.....1.50.20
Valkyrie.....1.53.45The unofficial time of the finish, taken
at the Highlands of Navesink as the
yachts crossed the line, was:Vigilant.....3 21 00
Valkyrie.....3 27 25Vigilant outsailed Valkyrie at nearly
every point in the race, although the
Valkyrie got over the starting line
first.

VIGILANT WAS RIGHT THERE.

Took the Lead Five Minutes After
Crossing the Line.The first message received by carrier
pigeon from "The World's" tug, Mutual,
to-day reached the loft just before noon.
It read as follows:

"Message No. 1.

"Nearing the lightship; 10.35 o'clock.

"After leaving Bay Ridge the yacht
went down the bay by the main ship
channel."Off the Hook, Vigilant hoisted main-
sail, staysail, and jib and continued out
to sea."At 10.40 o'clock, while outside the
Hook, Vigilant came up into the wind on
the starboard tack and cast off her tow."She then ran up her club topsail and
stood off inshore, in a southerly
direction."A few minutes later Valkyrie round-
ed up into the wind and ran up her top-
sail."She then got up her headsails and
went off her tow."At that hour the wind was very light
from the southwest; the sun was shin-
ing brightly and there was every in-
dication of a slow race."A very bad cross swell was running,
which caused the sails of the yacht to
flap, even against the wind."The first of the excursion fleet and
the steam yacht reached the Sandy
Hook lightship station of "The Evening
World" tug, at 10.55 o'clock."The weather was then still a bit
shady, but was clearing."

"Message No. 2 read:

"Off Sandy Hook lightship at 11
A. M."The flag May signalled the course
past by south, and a few minutes later
the tug Luckenbach headed out to sea
with two patent logs overboard to mark
out the course. The yacht was then
standing off and on to windward of
line."Vigilant's sails set perfectly. Valkyrie's
mainsail was wrinkled at the
leech and at the tack, but otherwise it
set very well."At 11.30 the boats were manoeuvring
for the start. They carried booms to
port and were close above the line."Both boats got across the line almost
together, Valkyrie having the advan-
tage.

"Valkyrie ran away from Vigilant

after getting across the line. But as
soon as Vigilant got her spinnaker to
draw she hove her own. Then she rap-
idly pulled up on Valkyrie and soon
passed her taking the lead at 11.30."Both boats carried spinnakers and
balloon jibs and topsails.

"At 11.35 Vigilant was still leading."

"Message No. 3 contained this infor-
mation:"At 12.29 o'clock, four miles out from
lightship."At noon, with the wind falling light,
Valkyrie regained her lost ground and
passed Vigilant, getting a short lead."In the light wind blowing the yacht
seemed to be very evenly matched.""When the wind freshened Vigilant
seemed to be the faster boat, but in the
very light air Valkyrie more than held
her own.""At 12.15 o'clock the wind freshened
a bit and Vigilant again passed Valkyrie.""The indications then were that the
race down to the stakeboat would be
very close.""At 12.29 o'clock, four miles out from
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seemed to be the faster boat, but in the
very light air Valkyrie more than held
her own."showed the Yankee craft to be several
lengths ahead.The wind had freshened again and Vig-
ilant was making the most of it.At 12.30 Vigilant had apparently in-
creased her lead considerably, for so
short a time. Neither yacht had shifted
a sail since breaking out her balloon
jib. Vigilant's club topsail was draw-
ing finely.The wind shifted again about 12.40,
blowing around to southward. Both
racers took in their spinnakers and set
jibs and staysails.The change seemed to help Valkyrie
some, as the open space between the
yachts shortened.Vigilant got a favorable slant of wind
at 12.45 and forged ahead again, increas-
ing her lead.Both yachts were then far ahead of
the sailing fleet, and only the steamers
appeared able to keep up with them.They were then about five miles from
the lightship and still holding an east
by southeast course.As near as could be judged from the
positions of the yachts Vigilant was
leading at 12.55 by about a mile.She was then considerably south
of Valkyrie, which made the distance
between the yachts appear greater than
it actually was. Valkyrie at that time
set her spinnaker again and Vigilant
followed her example.The breaking out of the spinnakers
again was due to the wind hauling
around to northward, Valkyrie being
the first to feel the effect of the change.The cup-defender seemed to be leading
her rival by over a mile. The horizon
was perfectly clear, and both yachts
could be distinctly seen with the naked
eye.Shortly after 1 o'clock the wind seemed
to be going down again, and the racers
to be apparently making very slow
progress.Valkyrie had closed up the gap some-
what, but was still far astern of the
cup-defender. The indications at that
time were that unless the wind fresh-
ened considerably the second attempt for
a race would end like the first, in a
fizzle.At 1.30 both yachts were hulled down
to the eastward. Vigilant appeared to have
increased her lead somewhat, and it was
estimated that she was within four
miles of the stakeboat. The lower por-
tion of her mainsail and spinnaker was
down below the horizon.Valkyrie was between one and two
miles astern. The sails of both yachts
were drawing well, and they probably
had a much stronger breeze than was
blowing upon shore.At 1.40 the wind near stakeboat
seemed to be hauling to westward again,
for Vigilant took in her spinnaker at
1.45, and Valkyrie followed her example
four minutes later.Almost as soon as they got across
both yachts set their spinnakers and
broke out the balloon jib, which had
been hoisted in the stops. Valkyrie
took the lead in this work, as she did in
getting across the line.Five minutes after the start Valkyrie
had slightly increased her lead, and
both yachts were apparently making
good headway. Their course was
shaped south by southeast, and they
seemed to be getting a good wind, al-
though the breeze ashore had decreased
considerably.

At 1.50 the wind had fallen out

where the yachts were and Valkyrie's
sails were flabby.Vigilant seemed to get what wind
there was in gusts, and her sails filled
and flapped alternately. Valkyrie was
then about two minutes and ten seconds
ahead.By 12 o'clock the yachts had made
about three miles on their course. Val-
kyrie was still leading, but it seemed
from this point of observation that
Vigilant was creeping up on her British
rival.The sea was very smooth, not a white
cap being visible anywhere.Excursion boats were being left behind
by the racers, but whether this was
due to the speed of the latter or to the
work of the Cup Committee's tug and
the police boat Aurora could not be de-
termined from this point.Vigilant, it could be seen at 12.10, was
really gaining on her rival and rapidly
closing up the gap between them.Her sails belled out in the wind, while
Valkyrie's flapped as she rolled on the
swell.The gallant Yankee cup defender got
a move on herself in earnest a few
minutes later, and the crowd on the
Highlands cheered wildly as she over-
hauled Valkyrie.The crowd became frantic when, at
12.15, just one hour after the start, Vig-
ilant passed Dunraven's cutter to port.

Clear water between them soon after

Kerr, Lord Dunraven's representative,
Edward Willard, Perry Belmont, Wm.
Lewis, Newberry D. Thorne and
William H. Duncan, Jr.Ten minutes later the tug Pulver left
the Atlantic Yacht Club boat with Lord
Dunraven and his party. As soon as
they were put aboard Valkyrie the Pul-
ver made fast to the yacht and started
off with her in the wake of Vigilant.Vigilant's tender, the Hattie Palmer,
had previously put Archibald Rogers,
the Cup Committee's representative,
aboard the English cutter. Others on
board were Salmaker Ratsey, Designer
Watson, Marquis of Emsdale and Lord
Wolverton, and Phil Martin Lyons, who
had passed the night at the Atlantic
Yacht Club house in order to be on
hand for an early start.As Vigilant passed out through the
pleasure fleet anchored off Bay Ridge
she was saluted with flags and steam
whistles. From the brazen throat of
the American liner New York, just
passing up from quarantine, came a
hoarse greeting that made the trees on
the hills on the Long Island shore trem-
ble.

Valkyrie was similarly greeted.

Then the pleasure boats began to get
up steam or sail, and soon there was a
procession of all sorts of vessels moving
down through the Narrows.An hour after the contestants were
towed out the anchorage at Bay Ridge
was deserted, but the upper bay, from
Liberty Island to the Narrows, was alive
with footed steamers, nearly all decked
out in bunting.Not a few yachtsmen were left
behind went into the Atlantic Yacht
Club house to wait there as patiently as
they could for news of the race.Some bets were made in the club-
house before the yachts started out. In
nearly every case Vigilant was an odds-
on favorite.Cannon salutes were fired by the At-
lantic Yacht Club as the cup con-
tenders left for the starting point in
the race.As the big Commodore Lucania, pass-
ing a new record to her credit, passed
up she cheered Valkyrie with her steam
whistles, and her officers and crew
crowded along her starboard rail and
waved hats and handkerchiefs at the
people on Dunraven's boat.A few turned back because of fear
that Dunraven's performance might be
repeated, and as a consequence a num-
ber of stateroom captains reduced the
price of passage from \$2 to \$1. This gave
rise to the belief that there were not
nearly so many excursionists as on
Thursday, but river men claimed therewere more steamers starting, and there-
fore almost, if not altogether, as many
lovers of a yacht race going down the
bay as went to see the first contest.There had been 500 tickets issued by
the New York Yacht Club for the
contest, and the ticket office there were
scarcely enough who didn't take ad-
vantage of the privilege to fill a row
below the mainmast.The children—Ella, aged eight years;
George, four years; Mary, two years, and
Henry, three years—were committed to
the Dominican convent of Our Lady of
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